


**P**ennsylvania Lines.  
Cleveland & Pittsburgh Div.

[illegible]

No. 333 and 334 connect at Wellsville for Scruseville and Bata. No. 338 and 342 connect in Union Station, Pittsburgh, for the Atlantic City.

**BETWEEN BAYARD AND NEW PHILADELPHIA**

| Road Down |       |       | Road Up    |    |       |
|-----------|-------|-------|------------|----|-------|
| PM        | AM    | AM    | PM         | AM | PM    |
| 6:10      | 9:40  | 5:17  | Bayard     | ar | 6:20  |
| 6:15      | 9:45  | 5:22  | Minerva    | ar | 6:25  |
| 6:20      | 9:50  | 5:27  | Onelia     | ar | 6:30  |
| 6:25      | 9:55  | 5:32  | Weyersburg | ar | 6:35  |
| 6:30      | 10:00 | 5:37  | Weyersburg | ar | 6:40  |
| 6:35      | 10:05 | 5:42  | Minerva    | ar | 6:45  |
| 6:40      | 10:10 | 5:47  | Onelia     | ar | 6:50  |
| 6:45      | 10:15 | 5:52  | Bayard     | ar | 6:55  |
| 6:50      | 10:20 | 5:57  | Minerva    | ar | 7:00  |
| 6:55      | 10:25 | 6:02  | Onelia     | ar | 7:05  |
| 7:00      | 10:30 | 6:07  | Weyersburg | ar | 7:10  |
| 7:05      | 10:35 | 6:12  | Weyersburg | ar | 7:15  |
| 7:10      | 10:40 | 6:17  | Minerva    | ar | 7:20  |
| 7:15      | 10:45 | 6:22  | Onelia     | ar | 7:25  |
| 7:20      | 10:50 | 6:27  | Bayard     | ar | 7:30  |
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| 7:30      | 11:00 | 6:37  | Onelia     | ar | 7:40  |
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| 8:20      | 11:50 | 7:27  | Minerva    | ar | 8:30  |
| 8:25      | 11:55 | 7:32  | Onelia     | ar | 8:35  |
| 8:30      | 12:00 | 7:37  | Bayard     | ar | 8:40  |
| 8:35      | 12:05 | 7:42  | Minerva    | ar | 8:45  |
| 8:40      | 12:10 | 7:47  | Onelia     | ar | 8:50  |
| 8:45      | 12:15 | 7:52  | Weyersburg | ar | 8:55  |
| 8:50      | 12:20 | 7:57  | Weyersburg | ar | 9:00  |
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| 9:10      | 12:40 | 8:17  | Minerva    | ar | 9:20  |
| 9:15      | 12:45 | 8:22  | Onelia     | ar | 9:25  |
| 9:20      | 12:50 | 8:27  | Weyersburg | ar | 9:30  |
| 9:25      | 12:55 | 8:32  | Weyersburg | ar | 9:35  |
| 9:30      | 1:00  | 8:37  | Minerva    | ar | 9:40  |
| 9:35      | 1:05  | 8:42  | Onelia     | ar | 9:45  |
| 9:40      | 1:10  | 8:47  | Bayard     | ar | 9:50  |
| 9:45      | 1:15  | 8:52  | Minerva    | ar | 9:55  |
| 9:50      | 1:20  | 8:57  | Onelia     | ar | 10:00 |
| 9:55      | 1:25  | 9:02  | Weyersburg | ar | 10:05 |
| 10:00     | 1:30  | 9:07  | Weyersburg | ar | 10:10 |
| 10:05     | 1:35  | 9:12  | Minerva    | ar | 10:15 |
| 10:10     | 1:40  | 9:17  | Onelia     | ar | 10:20 |
| 10:15     | 1:45  | 9:22  | Bayard     | ar | 10:25 |
| 10:20     | 1:50  | 9:27  | Minerva    | ar | 10:30 |
| 10:25     | 1:55  | 9:32  | Onelia     | ar | 10:35 |
| 10:30     | 2:00  | 9:37  | Weyersburg | ar | 10:40 |
| 10:35     | 2:05  | 9:42  | Weyersburg | ar | 10:45 |
| 10:40     | 2:10  | 9:47  | Minerva    | ar | 10:50 |
| 10:45     | 2:15  | 9:52  | Onelia     | ar | 10:55 |
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| 11:30     | 3:00  | 10:37 | Minerva    | ar | 11:40 |
| 11:35     | 3:05  | 10:42 | Onelia     | ar | 11:45 |
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| 12:20     | 3:50  | 11:27 | Weyersburg | ar | 12:30 |
| 12:25     | 3:55  | 11:32 | Minerva    | ar | 12:35 |
| 12:30     | 4:00  | 11:37 | Onelia     | ar | 12:40 |
| 12:35     | 4:05  | 11:42 | Bayard     | ar | 12:45 |
| 12:40     | 4:10  | 11:47 | Minerva    | ar | 12:50 |
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| 1:20      | 4:50  | 12:27 | Onelia     | ar | 1:30  |
| 1:25      | 4:55  | 12:32 | Weyersburg | ar | 1:35  |
| 1:30      | 5:00  | 12:37 | Weyersburg | ar | 1:40  |
| 1:35      | 5:05  | 12:42 | Minerva    | ar | 1:45  |
| 1:40      | 5:10  | 12:47 | Onelia     | ar | 1:50  |
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| 2:25      | 5:55  | 13:32 | Minerva    | ar | 2:35  |
| 2:30      | 6:00  | 13:37 | Onelia     | ar | 2:40  |
| 2:35      | 6:05  | 13:42 | Weyersburg | ar | 2:45  |
| 2:40      | 6:10  | 13:47 | Weyersburg | ar | 2:50  |
| 2:45      | 6:15  | 13:52 | Minerva    | ar | 2:55  |
| 2:50      | 6:20  | 13:57 | Onelia     | ar | 3:00  |
| 2:55      | 6:25  | 14:02 | Bayard     | ar | 3:05  |
| 3:00      | 6:30  | 14:07 | Minerva    | ar | 3:10  |
| 3:05      | 6:35  | 14:12 | Onelia     | ar | 3:15  |
| 3:10      | 6:40  | 14:17 | Weyersburg | ar | 3:20  |
| 3:15      | 6:45  | 14:22 | Weyersburg | ar | 3:25  |
| 3:20      | 6:50  | 14:27 | Minerva    | ar | 3:30  |
| 3:25      | 6:55  | 14:32 | Onelia     | ar | 3:35  |
| 3:30      | 7:00  | 14:37 | Bayard     | ar | 3:40  |
| 3:35      | 7:05  | 14:42 | Minerva    | ar | 3:45  |
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| 4:20      | 7:50  | 15:27 | Weyersburg | ar | 4:30  |
| 4:25      | 7:55  | 15:32 | Weyersburg | ar | 4:35  |
| 4:30      | 8:00  | 15:37 | Minerva    | ar | 4:40  |
| 4:35      | 8:05  | 15:42 | Onelia     | ar | 4:45  |
| 4:40      | 8:10  | 15:47 | Bayard     | ar | 4:50  |
| 4:45      | 8:15  | 15:52 | Minerva    | ar | 4:55  |
| 4:50      | 8:20  | 15:57 | Onelia     | ar | 5:00  |
| 4:55      | 8:25  | 16:02 | Weyersburg | ar | 5:05  |
| 5:00      | 8:30  | 16:07 | Weyersburg | ar | 5:10  |
| 5:05      | 8:35  | 16:12 | Minerva    | ar | 5:15  |
| 5:10      | 8:40  | 16:17 | Onelia     | ar | 5:20  |
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| 5:20      | 8:50  | 16:27 | Minerva    | ar | 5:30  |
| 5:25      | 8:55  | 16:32 | Onelia     | ar | 5:35  |
| 5:30      | 9:00  | 16:37 | Weyersburg | ar | 5:40  |
| 5:35      | 9:05  | 16:42 | Weyersburg | ar | 5:45  |
| 5:40      | 9:10  | 16:47 | Minerva    | ar | 5:50  |
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| 7:55      | 11:25 | 19:02 | Weyersburg | ar | 8:05  |
| 8:00      | 11:30 | 19:07 | Minerva    | ar | 8:10  |
| 8:05      | 11:35 | 19:12 | Onelia     | ar | 8:15  |
| 8:10      | 11:40 | 19:17 | Bayard     | ar | 8:20  |
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## TIME TABLE

Adopted Nov. 25, 1894.

Central time, 58 minutes slower than Columbus time.

Trains depart from Ravenna as follows:

| EASTWARD.                             | Depart.    |
|---------------------------------------|------------|
| No. 5—New York and Boston.....        | 2:35 a. m. |
| No. 11—Dallas Passenger.....          | 7:15 a. m. |
| No. 12—New York and Boston.....       | 8:30 a. m. |
| No. 10—Youngstown and Pittsburgh..... | 5:15 p. m. |

| WESTWARD.                                 | Depart.    |
|---|------------|
| No. 6—Chicago, Cincinnati, Vestibule..... | 5:00 a. m. |
| No. 11—Dallas Passenger.....              | 5:22 p. m. |
| No. 3—Chicago and Cincinnati.....         | 5:15 p. m. |

No. 10 makes all stops, Salamanca to Dallas.  
No. 12 makes all stops, Youngstown to Youngstown.

No. 12 Flag Stop at Freedom, Windham, and Braccville.

A. M. TUCKER, Gen'l Manager, Cleveland.  
 W. L. BOWMAN, Asst. Mgr. A. P. New York.  
 J. A. FORT, Asst. Mgr. Cleveland.  
 M. L. FORT, Gen'l Freight Department, Cleveland.

# TIME TABLE.

CENTRAL STANDARD TIME.

IN EFFECT JAN. 8, 1895

## MAIN LINE.—WESTBOUND.

| STATIONS.     | No. 7 | No. 3 | No. 15 | No. 6 |
|---------------|-------|-------|--------|-------|
| PITTSBURGH—   | 6:15  | 2:15  | 9:00   |       |
| ALLEGHENY—    | 6:30  | 2:30  | 9:15   |       |
| GALLERY AC—   | 6:45  | 2:45  | 9:30   |       |
| LEHIGHPOLE—   | 7:00  | 3:00  | 9:45   |       |
| NEW CASTLE—   | 7:15  | 3:15  | 10:00  |       |
| WYOMING—      | 7:30  | 3:30  | 10:15  |       |
| NILES—        | 7:45  | 3:45  | 10:30  | 8:55  |
| WYOMING—      | 8:00  | 4:00  | 10:45  |       |
| WARREN—       | 8:15  | 4:15  | 11:00  |       |
| LEAVISTOWN—   | 8:30  | 4:30  | 11:15  |       |
| NEWTON PLS—   | 8:45  | 4:45  | 11:30  |       |
| RAVENNA—      | 9:00  | 5:00  | 11:45  |       |
| CLAYTON—      | 9:15  | 5:15  | 12:00  |       |
| CUYAH AC FLS— | 9:30  | 5:30  | 12:15  |       |
| WYOMING—      | 9:45  | 5:45  | 12:30  |       |
| CHICAGO—      | 10:00 | 6:00  | 12:45  | 1:00  |
| COLUMBUS—     | 10:15 | 6:15  | 1:00   |       |
|               | P. M. | P. M. | A. M.  |       |

| EASTBOUND     |       |         |         |        |        |
|---------------|-------|---------|---------|--------|--------|
| STATIONS.     | No. 8 | No. 8   | No. 14  | No. 14 | No. 14 |
|               | A. M. | P. M.   | A. M.   | P. M.  | P. M.  |
| LV. CHICAGO   |       |         |         |        |        |
| AKRON         |       | 1:25:12 | 6:20:12 | 7:52   | 1:25   |
| CUYAHOGA PLS. |       |         | 6:45    | 1:00   |        |
| W. CLEVELAND  |       |         | 6:45    | 1:00   |        |
| RAVENNA       | 2:02  | 7:00    | 7:00    | 2:07   |        |
| W. CLEVELAND  |       |         | 7:25    | 2:30   |        |
| LEAVITT'S JQ  |       |         | 7:45    | 2:52   |        |
| WABASH        |       | 4:45    | 8:10    | 3:15   |        |
| DE FOREST JQ  |       |         | 8:15    | 3:20   |        |
| WABASH        |       |         | 8:40    | 3:45   |        |
| YOUNGSTOWN    |       | 3:21    | 8:45    | 3:40   |        |
| NEW CASTLE    |       | 3:45    | 9:10    | 4:05   |        |
| CLEVELAND     | 7:11  | 1:00    | 9:40    | 4:40   |        |
| ZELIENHOFF    | 7:40  | 1:00    | 10:10   | 5:10   |        |
| CLEVELAND JQ  |       |         | 10:25   | 5:25   |        |
| ALLIENHURST   | 8:10  |         | 10:40   | 5:40   |        |
| WABASH        |       |         | 11:00   | 6:00   |        |
| WASHINGTON    |       | 4:45:00 |         | 7:10   |        |
| WABASH        |       | 5:15    |         | 7:40   |        |
| PHILADELPHIA  |       | 5:15    |         | 11:00  |        |
| NEW YORK      | A. M. | P. M.   | A. M.   | P. M.  | P. M.  |

Note: 5, 6, 10, 14 and 18 RUN DAILY.  
 \*CHICAGO, CLEVELAND, PITTSBURGH, NEW YORK AND PHILADELPHIA  
 \*DENVER, ALLEGHENY AND DE FOREST JUNCTION. \*OTHER STATIONS  
 \*RANGE DAILY.

L A S E DIVISION

| NO. 53 | NO. 19 | STATIONS.      | NO. 19 | NO. 19 |
|--------|--------|----------------|--------|--------|
| A. W.  | P. S.  | LY.            | AK.    | P. S.  |
| 5.45   | 5.05   | YOUNGSTOWN     | 9.03   | 8.15   |
| 5.45   | 5.05   | DE FOREST JUNO | 9.03   | 8.15   |
| 5.45   | 5.05   | WARRICK        | 9.03   | 8.15   |
| 7.20   | 6.45   | W. FARMINGTON  | 7.23   | 6.45   |
| 8.45   | 7.45   | HIGHFIELD      | 8.48   | 7.45   |
| 8.45   | 7.45   | BURTON         | 7.05   | 6.05   |
| 8.27   | 7.18   | EAST CLARDON   | 6.66   | 5.18   |
| 8.27   | 7.18   | CHILLICK       | 6.66   | 5.18   |
| 10.40  | 9.05   | PAINESVILLE    | 10.15  | 12.05  |
| 9.30   | 8.15   | S. B. S. DEPT. | 9.10   | 12.05  |

**J. V. PATTON, C. W. BASSETT,**  
 GENERAL SUPT. ASST' GENERAL PAS. AGT.

E. P. MERIZ, AGENT, CLEVELAND, OHIO

**\$2,500 CLEVELAND**  
 -B.F.O.-  
 VIA "C. & B. LINE."

Communicator with officer of navigation (about April 1st). Magnificent weather - the fleet strong

**"State of Ohio" & "State of New York"**

**DAILY TIME TABLE**

**SUNDAY**  
Lv. Cleveland 6.00 P. M. Lv. Buffalo 6.30 P. M.  
Ar. Buffalo 7.00 A. M. Ar. Cleveland 7.30 A. M.

**CENTRAL STANDARD TIME**

Take the "C. & N. Y." for Buffalo and enjoy refreshing night sleep when en route to Buffalo Niagara Territory, New York, Boston, All 1,000 islands, or any Eastern or Canadian port.

**Cheap Excursions Weekly to Niagara Falls**

Send 5 CENTS POSTAGE FOR TOURIST PASSAGE

**W. F. HERMAN, T. F. NEWMAN**  
Gen'l Pass. Agt. Gen'l Manager.

**CLEVELAND, O.**

THE D

VOL. 27, No. 36. RAV

Look at This for a Flyer!



14 K, JAMES BOSS FILLED 20-YEAR  
CASE,

Set With Real  
**DIAMOND**

Perfectly Cut,  
WITH  
**Elgin, Waltham,**  
Or any other American Movement.

for \$18.

We have only a limited number of these.

Come and see the Beauties.

D 532

**F. C. PARK**

The Reliable Jeweler

No. 1, RIDDLE BLOCK.

# NEW SPRING GOODS!

## CLOTHING


FOR MEN,  
YOUTH,  
BOYS and  
CHILDREN.



**Suits and  
Overcoats**

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Mrs. Griggs—You took Notes of His Little Breaches of Etiquette.

**RAILROADING IN MAINE.**

A Conductor Stranded in the Woods, with His Train Divided.

"I wanted to go to Mars Hill," said the conductor, as he sat at Houlton, said that the train would leave Houlton late in the afternoon and reach Mars Hill early in the evening. Along with a lot of other unfortunate, equally anxious passengers, he was crowded into a stifling car and waited. Supper time came and went—no start. A passenger went out to investigate and found that the engine had broken down. The conductor had pulled away with the freight cars and left the caboose standing on the track. Some one else had forgotten to shackle the wheels.

"But you must wait your wail," said the yardman. "They won't get far before they'll miss the car and come back."

"But, as we learned afterward, the conductor got on board the engine at Houlton station and rode away, supposing the caboose was securely shackled behind. About twenty miles up the line he dropped the train on the grade when the train was running slowly, intending to catch on to the caboose when it came along. But to his amazement when the end of the train swung past him there was no caboose to climb upon, and the train rattled on, leaving him standing there upon the track. The engineer, supposing that the conductor had been mistaken about the grade, let out a little and sped away.

"The conductor hardly knew in which direction to go, but while he was slowly plodding through the woods the train came along through the darkness and he managed to stop it. The engineer unshackled, and with the conductor's aid, started the engine again, blowing the whistle furiously to attract the attention of the engineer ahead. After a six-mile pursuit, the freight train was held up and the situation was reviewed. It was finally determined that the engine was expected to return for the missing caboose, as all hands supposed it had broken loose from the train somewhere along the route.

"So they backed slowly, mile after mile, looking sharply for the car and moving cautiously for fear of running upon a loose curve. Finally they rolled into the woods and the engine and their car stood on a siding. The passengers were still waiting, which fact indicates that the divine virtue of patience is not extinct in Arnsbrook by any means. It was then after midnight, but the train pulled out, and if there had been any sextuple drawbars, oxhorns or any other thing coming between them, the train would have used them all in trying on that caboose." —*Leviston Journal*.

**THE PARROT SHOUTED "HURRAH."**

But Got Disgusted at Last and Plainly showed It.

**CROWS NOT TO BE TRUSTED.**

A Canning Bird's Stratagem to Get Food

[illegible]

about two minutes, when they returned.

"Well," said the judge in a familiar, off-hand way, "what does the jury have to say?"

"May it please the court," responded the foreman, "we, the jury, find that the prisoner is not guilty of hitting' with intent to kill, but simply to paralyze, and he done it."

The verdict was received with applause and the prisoner was released with an oration.

First Domestic—Me new mistress is very ladylike. Second Domestic—"What do you mean by ladylike? First Domestic—Sure, O mine she's different from most ladies.—*N. Y. Weekly.*

His Chance to See.

"I am going home," sadly remarked the man who left the theater in the middle of the play.

"What is the matter?" asked his friend.

"Too much theater hat. I'm not coming back until a show with a flying trapeze act in it comes along."—*Washington Star.*

[Rivals.]

"How did Jennie look at the ball?"

"Why, dear, I never hoped to see her look so ugly!"—*Harper's Magazine.*

RUSSIAN COURTS.

Justice Administered in Primitive but Effective Fashion.

In the poorer parts of Russia justice is administered in a primitive yet effective fashion, says a recent writer who had the fortune to be present at a sitting of one of the peasant courts in a government of central Russia. The judges, chosen from the peasants, were unlettered. The session was held in a snug cabin—a small, low room in the house of the emperor decorated the wall, and as in every Russian house, in the corner hung the holy icons. Three judges sat on the bench. The first day was Sunday, a day of idleness for the peasantry. The hall, the judges' robes, and all the furniture were of simple dignity, almost of rude majesty.

Two cases were tried. Parties and witnesses were ordered to appear to the inquiry. The judges spoke and questioned by turns, or all at once, each loudly expressing his opinion. I saw the old man, the peasant, the one which they tried to bring the litigants to an amicable understanding. One case was a quarrel between a woman and a large, robust, virago.

During all the confusion and anxiety of the sixth century, both officers and men still found that there played a practical joke though not all were as harmless or so unapologetically received as the one whose southern office enjoyed at the expense of another. It was just before the siege of Vicksburg. The train bearing the 38th Mississippi regiment and Blodsoe's battery was detained in Jackson some several hours.

Col. Barry and Capt. Blodsoe were casual fellows. Barry, a tall, thin, sandy-haired, good-natured, genial, humorous, never seemed to harbor an unkind thought.

complained of having been beaten by a man. The man's defense was that the woman had struck him first. Plaintiff's lawyer before the jury threw judges volubly pleading each his or her case and appealing to their witnesses at their sides.

"Varvara Petrova," declared one witness for defendant, "has said that, with a petro of vodka she was sure of winning her case."

This statement did not appear to astonish or scandalize the court. The judges merely nodded their heads and, after a brief rebuke went on with the case.

"Come to terms; make it up between you," they repeated over and over, trying to get the two litigants to agree by a simple sentence, instead of pronouncing one of ex cathedra.

"Well, now, Varvara Petrova," said one of the judges, at last, "how much is it that you want?"

"Three roubles."

"Ah, three roubles! That's too much. You won't get that," muttered the judge. Then turning to the defendant: "And you, how much are you willing to give her?"

"Nothing," replied the man.

"Ah," again muttered the judge, "that's not enough. How much will you give her?"

"Well, then, one rouble."

"One rouble and a shoff?" interrupted the woman.

"Shoffs and whiskey are not to be mentioned here," muttered one of the judges, whose austerity may have increased by our presence. "Out of here you may drink all you want, but that has nothing to do with the decision."

The woman, on this looked restored.

Barry awoke first and seeing, Blodsoo's great black stallion yelped at the negro and gave him a confederate dollar to black them. The darky performed his task well and put the boots where he had found them. Then Harry arose and Blodsoo was the first to be up and lay chucking as Blodsoo searched the car for his yellow boots.

When at last he realized that the freshly blackened pair before him was his own that he had made good for the company his wrath arose against Barry and he challenged him to a duel. But he calmed down after awhile, when the portal colonel good-naturedly informed him that he had no use for a colonel to waive his rank and fight with a captain.—*Youth's Companion.*

**Why He Didn't Chip In.**

In one of our suburbs a few Sundays ago the priest of one of the churches announced that he had been asked to be taken up to defray the cost of coal for heating the church. Everybody chipped in but Tim—well, never mind his other name—who gave a shy wink as the plate was passed. Tim's devotion, but the priest noticed, Tim's devotion, but

the scribe read the sentence, the two litigants bowed in acquiescence, then the scribe turned to the judges, and with their friends and relatives.

**A GOOD THING.**

How an "L" Road Night Guard Earned More than His Day's Wages.

The colonel was carrying home a little more alcohol than usual. I don't know whether or not he was a colonel but that is what Billy calls him, and of the night "L" trains called him, and Billy knows most of his regular passengers as well as he knows where they live. Billy is a regular night watchman in the N. Y. Herald.

The colonel lurched heavily aboard the train and the baggage man dropped into the seat nearest to the door.

"Hey, Billy, don't let me go past 104th street. I want to take a nap," the colonel told the baggage man. He took his pocket and gave Billy a bright new silver dollar as a tip. Then he settled himself comfortably into his big sister's seat.

Something broke the colonel's nap as the train swung around the curve into 53d street. He moved slightly toward the baggage man, muttering, "Isa, dis is my money."

The baggage man, who had been surprised that he might have left his money at home. Not quite enough to buy a new suit, but a good contribution was levied the following Sunday. As before, everyone gave but Tim, who looked mighty sly, and the priest wondered there. Meeting Sunday after the service, he took him to task for his conduct. "Now, Tim, why didn't you give something if only a penny?"

"Faith, father, I did give a penny."

"Yes, father." "What do you mean?"

"Oh, nothing, father. Just that I'm on my feet now. My four corners are all disrespected and require an explanation. What do you mean?"

"Oh, faith, father, a-tyrin' to put the wool over our eyes."

"What do you mean?"

"Faith, father, I gave the money to buy coal to heat the church, an' yer revenue knows its heated by steam."—*Boston Transfer.*

**The Office Boy.**

The office boy sat on a high stool, swinging his feet and jabbing a pen in his mouth. He was so sure of his position that he would not have been employed set over by the window waiting for him.

"I presume," he said very kindly, nothing of the boy's laudable condition, "that you have a great deal of work to do."

"Sit down, colonel," said Billy, reasonably. "It's only 3rd and 8th avenue. I'll put you off on your station all right."

"That's all right, Billy! don't forget me, and here's something for you—here's a dollar," said the colonel, as he unfolded a roll of bills and gave Billy a \$2 note. Billy pocketed it smilingly and the colonel resumed his snooze.

At 72d street the passenger standing against the colonel's foot and aroused him again. He jumped toward the door nervously just as Billy pulled the door open.

"Not there yet, colonel," said the "L" road guardian angel. "Don't disturb your sir, I'll look after you."

"Thank you, old man; all right. You're a good fellow, and I'll be a good fellow," said Billy, as he took up his duty, and the sleepy colonel dived again into his horde of small change and tipped Billy a half dollar. Billy pocketed the coin with the assurance of a pantalo as the train moved on.

When the train finally reached 104th street the colonel was in a deep sleep. Billy took him off his vigilantly and helped him toward the door.

"Now we're off," mumbled the colonel, as he braced himself for the exit. "Come with me, Billy, and we'll have a drink at the saloon."

"All right," said Billy, as he stepped out the door, open all night—got a pull. Come along," and the colonel grasped Billy firmly to take him along onto the platform.

Billy protested that he couldn't leave his poster.

"Never mind the old train, my boy. The train will wait for me. Don't refuse to drink with me, will you?"

Billy stood grasping the bell cord impatiently and gently but firmly urging the colonel off the platform.

"Business is business," muttered the colonel, as he stepped out the door.

"You get well paid for it, I presume?"

"I don't get as much as I want."

"Nobody gets as much as he wants," remarked the visitor philosophically.

"I'd like to be nobody awhile," grinned the boy, says the Detroit Free Press.

"Oh, well," laughed the visitor, "you will have to wait till you become a man when you can have an office boy of your own and pay him what he thinks is enough to take care for his valuable services."

"Can I?" he responded emphatically.

"Well, I guess you can, but I'm not going to bankrupt my business," said the visitor.

—but the boss came in at that moment and just what important communication the office boy was going to present to the visitor was lost in the rush of the office of the stool.

**A Labor Note.**

"Papa," said the daughter of a large employer of labor, "are you in favor of the eight-hour day?"

"Well, daughter, under certain circumstances I am."

"Oh, I am so glad," she rapturously exclaimed.

"Why, my dear, are you so interested?"

"Because, papa, George has only been working four hours every evening, and the eight-hour day, if you favored the eight-hour system, he needn't go home so early. You dear old papa, I am so glad you are in favor of it, and I shall explain to the boys around the house, and my neek and chooked off all explanations."—*Texas Siftings*.

**Some Queer Fiddlers.**

tered the colonel, finally. "If you can't drink wild me, Billy, take something to buy a cigar."

Another silver dollar passed into the hand of the guard as he jerked the bell rope and sung out:

"Hundred and Sixteen—next!" and the next man came out, leaving the colonel pensively looking for the exit gate and trying the door of the ladies' room.

"How many there, many of them like that?" I asked Billy.

"No, I wish there were. The colonel's always liberal. That's more than my day's wages from the colonel; but there ain't many like the colonel." The colonel's a good thing, and Billy slammed the door and came inside out of the cold.

The experiment of cooking dinner for 7,600 men, belonging to the guards in a single field kitchen at the Muebecheer station, near Berlin, took place the other day, before the troops left for their headquarters. The affair was completely successful. Thirty-five hundred pounds of beef and 1,500 pounds of hams were cooked.

In the Sitka district, Alaska, the canoeing season from a single lot of wood. The log is first dressed and hollowed out and then steamed and spread open. Many of the canoes are models of art, and the care is expended on them, and if the maker were paid good wages their prices would be fabulous. A good new canoe, able to carry three men and 100 pounds of baggage, is worth \$150.

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### A Story About Gen. Grant.

An incident is related to me by an old friend of Mr. Lincoln, who was witness to the occurrence. One morning after President Lincoln's assassination Gen. Grant was carelessly riding down Pennsylvania avenue, when he saw a group of gentlemen, all of whom he knew. He stopped his horse, and found these gentlemen excitedly discussing something that they heard Andrew Johnson was just about to do at the White House. A spokesman told Gen. Grant that Andrew Johnson had determined to revoke the parole of certain confederate officers. Grant listened quietly, slowly smoking his cigar. When his informant finished Grant remounted his horse and rapidly toward the White House, and went straight in to interview Andrew Johnson. He asked:

"Mr. President, I understand you are determined to revoke the parole of certain of the confederate leaders who surrendered to me at Appomattox." "I am considering the matter," replied the president.

"By whose authority," asked Gen. Grant, "do you revoke a parole signed by me?"

"By the authority of the United States," replied Andrew Johnson, with some asperity.

Grant quietly replied: "By the authority of the commander-in-chief of the armies of the United States that parole shall not be revoked." and turned on his heel and quietly left the White House.

Johnson knew Grant. He knew the army of the United States was at his back. Nothing more was heard of the matter.—*Washington Capital*.

THE JOURNAL THE CHASE

SEEN JOINED THE CHASE.

Dragged Along by Her Bulldog in His Pursuit of a Cat.

I am not an admirer of that product of canine civilization—the toy dog—but when it comes to the matter of Y. H. Huanpan for a promenade I am prepared to maintain that for a woman the toy dog is much preferable to the bulldog. It is a correspondent of the *Y. H. Herald*. That conclusion was arrived at after witnessing something that occurred in Fifth avenue the other day.

A splinter of the conventional woman type was leading a bulldog by a chain and evidently enjoying the terror which its presence inspired among her weaker sisters who were scared of touching the chains of conventionalism. The bulldog, with the listless good nature peculiar to its species, paid no attention to anybody or anything until a predatory cat essayed to cross its street, a few feet in front of it. If there is one thing more than another that a bulldog is death on it is a cat.

The situation was instantly reversed. The bulldog was leading the emancipated woman a mad chase across the avenue in pursuit of the feline that stood not a moment in the way of its going. The street was crowded with vehicles, and it was only because that kindly providence which tempers the wrath to the storm lashed the cat to the drunken man happened just then to be taking a keen interest in the fate of that woman of advanced views that her life was preserved. As it was, the terrified angel must have been particularly busy two minutes taking stenographic notes of the oaths that were uttered by excitable jehus as they threw their horses on their hind legs.

On the opposite side of the street the cat sped down a flight of steps leading to an arway and hopped onto a window sill, where it was beyond the reach

The woman, either because she wouldn't or couldn't let go the chain, was lugged down the same steps, narrowly escaping a fall, and for five minutes she stood there tugging vainly at the chain while the dog strained and leaped and barked in fruitless efforts to get within biting distance.

The crowd that gathered around enjoyed the woman's discomfiture. Not a man offered to assist her.

If it just serves her right," remarked a pretty girl for her companion. "She ought to know better than to go around with such a horrid brute."

As the women present were evidently of the same opinion. A policeman, attracted by the crowd, finally came to her rescue and by main strength pulled the dog up the steps, while the terrified trade trucks for parts unknown. And the emancipated woman hadn't sufficient presence of mind left to resent the observation of the representatives of the law that she was "no right to go foolin' around with a bulldog anyhow."

**They Shet The Do' Now.**

In "Cracker" cabins in north Georgia, no matter how cold the weather, the dogs, back and front, stand open from daylight till dark, the year through. This, perhaps, is accounted for by the fact that there are no chimneys in the houses, and the doors are kept open for light.

"One bitter cold winter's day, while waiting for a wagon to take me, the superintendent of the Georgia Marble company, went into one of these cabins and found the whole family, blue with cold, huddled over a few pine sticks in a fireplace. Every article of clothing the icy wind was sweeping through the room unhindered.

Before the cracking of the ice the  
northerners banged to the doors,  
three several logs on the coals, and soon had  
things steaming. As they grew com-  
fortable, he remarked:  
"Now, don't you see how quickly you  
warm up when you keep the wind out?  
See what a difference it makes to shut  
the doors?"  
The thawed-out Cracker turned to his  
wife quite energetically and said:  
"Wife, danged if hit ain't so! Don't  
forget it. When hits cold arter this, le's  
shut the do'."

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